

CAPTAIN H. G. “BOOMER” BOMBARDI

SUBJECT MATTER EXPERT SMOKE/FIRE/FUMES
AIR LINE PILOTS ASSOCIATION, INTERNATIONAL

Captain Bombardi first became involved with the issue of Smoke/Fire/Fumes (SFF) in aircraft while flying the C-141 aircraft for the U.S. Air Force in 1984. After the loss of a C-141 crew due to smoke in the cockpit, Captain Bombardi became instrumental in rewriting C-141 SFF procedures. He also actively participated in the flight testing of the new procedures, at one point filling the entire C-141 cockpit with smoke in order to validate them. The Air Force eventually revised the SFF procedures for all of their aircraft. For his efforts, in 1986 he was awarded the Air Force Association Citation of Honor.

After leaving the Air Force in 1987, Captain Bombardi was hired by Delta Air Lines as a second officer on the B-727. His Air Force experience with SFF was quickly put to the test—while on takeoff roll, the cabin began to rapidly fill with smoke. The crew followed the SFF procedures, but the condition only became worse. Second Officer Bombardi reverted back to his Air Force experience to clear the cabin of smoke. Subsequently, he became involved in rewriting the SFF procedures for Delta’s B-727 aircraft, and eventually, for the entire Delta fleet. For his work, Captain Bombardi was awarded the ALPA Delta Air Lines Master Executive Council’s Annual Leather Helmet Flying Award.

Several years later, while flying a B-767 for Delta Air Lines, a circuit breaker shorted causing smoke in the cockpit. An emergency was declared, followed by an uneventful landing. However, Captain Bombardi noted several discrepancies with the SFF checklists that the crew used during the event—this led to his involvement with the ALPA Air Safety Committee’s In-Flight Fire Project.

In 2004, Captain Bombardi was appointed Project Team Leader for the ALPA In-Flight Fire Project. In this capacity, Captain Bombardi was responsible for developing ALPA policy related to mitigating SFF events and the corresponding flight crew and aircraft requirements needed to ensure safety of flight. In 2005 Captain Bombardi was instrumental in the IATA/Flight Safety Foundation industry committee tasked with addressing global changes in the SFF checklists. He presented the results of the committee’s work to industry at the 2005 International Aviation Safety Symposium in Moscow.

In March 2017, he was appointed as a member of the High-Energy Fire Training Enhancement Workgroup (HEFTE WG) as part of the FAA’s Air Carrier Training Aviation Rulemaking Committee (ACT ARC). The purpose of the group was to recommend updates/improvements to current training and guidance around response to high-energy fires that can occur in the occupied areas of the aircraft. The HEFTE WG submitted their recommendations to the FAA at the end of 2018.

Captain Bombardi has flown the C-141, T-39, B-727, L-1011, B-737 and B-757/767 airplanes, accumulating over 20,000 hours of flight time. He is currently flying the B-757/767ER for Delta Air Lines and is based in Atlanta, Georgia.